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The Daily Press.

HONGKONG, AUGUST 17th, 1908.

At one time in the history of China the
Turks were a power in the land, but in
the Tang Dynasty, A.D. 618-907, which was
contemporaneous with the age of ALFRED
THE GREAT in England, the power of the
Turks in China was completely destroyed
and much of the territory conquered by
them in Central Asia was regained.
Though there are now very few Turks in
China the amount of attention paid in
diplomatic circles in Europe to the recent
announcement of the assumption by Ger-
many of the protection of Turkish subjects
in China shows it to possess a very
special significance. Dr. Morrison in
a telegram to the Times last month,
told his readers that Turkey, besides
having a considerable number of subjects
employed on the Yunnan and other railways,
has two interests in China—opium and
religion. It is the religious interest which
has excited public attention in Europe—
or rather the political aspect of a religious
movement. That endeavours have been
made from time to time to awaken interest in
Pan-Islamism in China by attempts to
stimulate recognition of the Sultan as the
spiritual ruler of the Moslems is known to
most readers. Three times within the last
twenty years has Turkey sent Missions to
China, but at least two of them were ill-
provided with funds and did not succeed in
drawing much public attention to themselves
except on that account. The first Mission
came out on a Turkish frigate which

founded in a storm near Kobe in 1890 with
great loss of life. It has been remarked
in Paris that AMIR HAMID has latterly
manifested special interest in China, and it
is recalled that two years ago he received
with special honours a Chinese Musliman,
a Muti, who had come all the way from
Lanzhou to the KHALIF.

Last year the SHIRAZI to the KHALIF
comprising two theologians and
an inspector of primary schools. The latter
is at present travelling in China with a
passport from the French Legation. Of the
theologians, one is said to be located upon
as a Pan-Islamic agent. Dr. MOHAMMED
makes the statement that inams in
Turkey are constantly moving among the
Mohammedan communities of Western
China, and that some 200 Chinese an-
nually make a pilgrimage to Mecca.
The intercourse between the two countries,
he says, is much greater than is generally
suspected.

There is no definite information in the
published statements as to the reason for
this transfer of the protection of Turkish
subjects in China from France to Germany.
Up to the time the latest mail left Europe
the Ottoman Government had not even
communicated to the French Foreign Office
any notice of the transfer. Having regard
to the fact that the number of Ottoman
subjects in China is not large and the
individual Turks not persons of any parti-
cular importance, the incident, the Paris
correspondent of the Times says, is con-
sidered "decidedly significant." "It is looked
upon as one more illustration of the sort of
tutelage Germany is gradually endeavouring
to acquire over the whole Muslim world—
a tendency which deserves the careful
consideration of all States." "By the way,"
says the correspondent, "the transfer of the
protection of Turkish subjects in China to
Germany is a constant desire of AMIR HAMID
to the constant influence and power as
confirmed by the most distant branches of
KHALIF. The Paris Journal in referring to the
subject says that there are some 80 million
Muslims in China and that their numbers
are constantly increasing. It further tells
its readers that the progress of Mahomed-
anism in China is one of the most important
factors in its evolution. What a force,
exclaims the Journal, to be placed at the
service of the Power whose prestige will be
enhanced by the delegation of the KHALIF,
the head of Islam! It is not the first time,
it adds, that Germany has shown what skill
she takes advantage of great moral
influences for promoting the most material
of policies.

China has, doubtless, been kept well in-
formed by its Legation in Paris of the views
expressed on the subject, and it is interesting
to note that in replying to the German
notification, the Chinese Government
said that while they were willing to receive
communications from Turkey through the
German Legation, they could not
relinquish to Germany the rights of protec-
tion in China over the subjects of a Power
which has no treaty with China. By im-
plication China at the same time denies to
France any right of protection over Turkish
subjects, and the Chinese Government itself
avoids responsibility by declaring its inten-
tion to decline in future to issue passports
or to grant extraterritorial rights to subjects
of a Power like Turkey, within whose
borders the subjects of other nations retain
extraterritorial privileges. It looks therefore
as if the Chinese Government had been con-
siderably alarmed by what appeared at first
sight to be a change of trivial significance. It
is not, of course, the religious significance
of the Pan-Islamic movement that would
trouble China, but the political develop-
ments that may arise out of it. In view,
however, of the intercourse between the two
countries which has long existed and still
continues, it is difficult to see what
China gains by a refusal to recognise the
claim of a foreign power to afford
protection to Turkish subjects in China,
and this refusal in itself may conceivably
serve more to promote than to check the
developments China seeks to prevent.

The German Mail of the 14th July was
delivered in London on the 14th inst.

The 2nd West Kents are to transfer from
Singapore to Calcutta on route to Lohang in
November.

Mr. E. A. Hewitt has been staying at Divan-
zelles-Bains in the South of France. Mr. Hewitt
hopes to be back in Hongkong next month.

The British Consul-General, Sir Robert Hart,
has been in the South of France, and is expected
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The General Managers of the Hongkong Ice
Company announce the declaration of an
interim dividend for the half year of \$4 per
share.

An advertisement of the Hongkong Jockey
Club invites members to subscribe for
griffins for the next annual race meeting to
be held at the Jockey Club on the 18th inst.

The Russian Duma has approved of the
Government project with regard to establishing
Consulates General at Harbin and Mukden,
Consulates at Kirin, Tsinghar, and Dainy, and
a Vice-Consulate at Kwang-Tchen-Tao.

Mr. J. F. Boulton, the executive engineer of
the Public Works Department who has the
Typhoon Shelter work in hand, left for England
on Saturday by the Empress of India on busi-
ness in connection with this undertaking.

Extract of meteorological observations
made at the local Observatories during the
month of July shows that the average maximum
temperature was 87 and the minimum 78.7
degrees. Wind 22.65 inches of rain, and 227
hours of sun.

The Tung Wah Hospital sub-committee are
inquiring into the loss suffered by the body
population in the recent typhoon. During
Thursday and Friday 14, 43 claims were
investigated, and there are still a large number
to be considered.

At noon yesterday the following telegram
was received from Manila Observatory
by the American Consulate: "Cyclone
or typhoon east of Formosa direction
unknown. Cyclone or typhoon north east
China Sea, direction unknown. Another
telegram, received at 5 p.m., states: 'Cyclone
or typhoon east of Formosa moving north-
north east'."

To-morrow's meeting of the Sanitary
Board correspondence will be submitted relative
to the amendment of the by-laws for (1)
disinfection of infected premises (2) prevention
or mitigation of epidemic, endemic or contagious
disease, (3) notification of infectious diseases, (4)
removal of patients. Further correspondence
will be considered relative to a outbreak of
rinderpest at the Kennedy Town Cattle Depot.

To the skill of the bagpipers and amid ringing
oboes, Messrs. Jardine, Matheson and Co's
steam launch "Ewa," with the Shanghai polo
players on board, cast off from Blake pier on
Saturday to carry the victorious the Empress
steamer leaving for Shanghai. A large number
appeared on Blake Pier to wish the visitors
good-bye, among them being Mr. A. J.
Brackenbury, private secretary to H.E.
the Governor.

The Chinese Minister in London entertained
the Japanese Ambassador at luncheon last month
at Richmond House, 49, Port Place, before his
departure to the East. Among those invited
to meet his Excellency were Sir Robert Hart,
his Excellency Wang Tachien, the Siamese
Chancellor of the Legation, Mr. Takagaki Tei,
Mr. Byran Brennan, formerly British Consul-
General at Shanghai, Sir John M. Leary Brown,
Mr. Ivan Cherv, and the Japanese Consul-
General.

By permission of the French Municipal
Committee of Canton, and at the request of Mr.
J. D. Costa de Moraes, the Portuguese Consul-
General, a band performance was given in
the French Garden on Friday night from 9 to
11 p.m. by the Chinese Orphan Band of Macao
which has been trained by Don Bosco. There
was a large attendance who showed their ap-
preciation by hearty applause. This Band and
also one from the College of the Rev. Father
Lao of Macao, which was sent to Canton by the
Bishop, have been playing at the grand Charity
Bazaar. The Committee as a token of ap-
preciation presented the members of the band
with gold medals.

It is notified in the Gazette by Mr. A.
Seth, the Registrar of Companies, that in
future the registration of a Company
with a title including the word "Empire"
or "Imperial" will only be allowed when
there is no risk that it would mislead by
conveying the impression of Government sup-
port or connection, and where there is no reason
to think that on other grounds permission
should properly be withheld. Thus the title
would not be allowed in connection with
schemes for the acquisition or holding of lands, or
exploration of new countries, or territories, nor
to Companies formed for the purposes of sup-
plying articles usually employed or dealt with
by the State or by some public authority, e.g.,
ships of war, armaments, explosives, telegraphs,
etc.; nor in the case of schemes to be carried
out in India. On the other hand, no objection
would be raised to such titles as "Imperial
Tyre and Rubber Company," "Imperial
Electric Supply Company," or "Imperial Auto-
Car Manufacturing Company," unless there
was reason to suspect that the Company was
not intended to carry on a legitimate business.

RUSSIAN ADMINISTRATIVE RE-
FORMS IN THE FAR EAST.

An important series of administrative reforms
in the Far East will shortly be put into
execution. The Governor of Primorsky
Oblast will in future reside permanently at
Khabarovsk, while a special Commissioner will
be appointed to reside at Khabarovsk. The
Governor of the whole of Russian
Siberia will be placed under a special
Governor.

There are various schemes under considera-
tion for the further fortification of various parts
of the Russian Far East, but up to the present
most of the projects are rather indefinite. It is
practically certain, however, that Nikolaievsk
in the Maritime province, will be transformed
into a fortress. All these reforms will be carried
out by direct order of the Duma, as they will
not require extraordinary appropriations.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

DIPLOMATIC CHANGES.

LONDON, August 16th.

The Rt. Hon. Sir W. E. Goschen,
D.C.V.O., K.C.M.G., who has been
British Ambassador at Vienna since
1905, is to be transferred to Berlin.

The Hon. Sir Alan Johnstone,
K.C.V.O., who has been British
Minister at Copenhagen since 1905,
will probably succeed to the vacancy
at Vienna.

THE QUEEN OF HOLLAND.

LONDON, August 16th.

Her Majesty Queen Wilhelmina is
announced to be "en route."

[REUTERS' SERVICE.]

THE EUROPEAN SITUATION.

LONDON, August 13th.

It is semi-officially announced that Sir
Charles Hardinge and Baron Aehrenthal
have discussed the situation in Europe,
more especially with regard to Turkey, in
connection with which Austria and England,
have, like other Powers, decided to observe
a sympathetic waiting attitude.

THE KING AT ISCHL.

LONDON, August 13th.

At a gala dinner at Ischl, the Emperor
Francis of Austria and King Edward ex-
changed toasts referring to the cordial
relations existing between the two countries.

King Edward in his toast at the gala
dinner at Ischl said that the relations of
Great Britain and Austria had always,
thank God, been of the friendliest nature,
and it was his earnest wish that they would
remain so.

KING AND KAISER.

LONDON, August 13th.

It is announced that as a result of the
meeting of the King and Kaiser at Cron-
berg, His Majesty King Edward will visit
Germany officially. The date however is not
yet fixed.

FRENCH TRAINING SHIP
DISASTER.

LONDON, August 13th.

By the bursting of a big gun on the
French training ship Couronne at Toulon,
six men were killed and thirteen terribly
injured. The cause of the disaster was
overheating, through the too frequent firing
of disintegration powder.

RUSSIA AND JAPAN.

LONDON, August 14th.

The Times' St. Petersburg correspondent
says that Russia and Japan are about to
begin negotiations with a view to concluding
an agreement for the mutual protection of
seal and other fisheries in the Western
Pacific, the subject being broached by
Count Komura while recently discussing
with M. Isvolsky, the development of
 Russo-Japanese relations.

GREAT BRITAIN AND GERMANY.

LONDON, August 14th.

Mr. Lloyd-George in an interview
published in the Neue Freie Presse is re-
ported to have said that he is convinced an
Anglo-German entente is the only means
by which the tension now oppressing all
Europe can be brought to an end.

MARINE MAGISTRATE'S COURT.

Saturday, August 15th.

BEFORE HON. COMMANDER BASIL R. H.
TAYLOR, R.N. (MARINE MAGISTRATE).

EXCESS PASSENGERS.

The master of the steam launch "Willy"
was charged with carrying 20 persons in excess
of the number allowed by his licence. He was
represented by Mr. J. H. Gardiner (of Messrs.
Bratton and Hett).

Sergeant Burford stated that the launch had
147 passengers all told, whereas the number
allowed by the licence was 126.

His Worship imposed a fine of \$100.

ABSENT WITHOUT REASON.

E. Miller, quartermaster of the s.s. "Empress"
of 2,400 tons, registered at Hongkong, chief
officer, with absenting himself from the ship
from 6 p.m. on the 9th till 3 p.m. on the 14th
instant without leave and without sufficient
reason. Defendant admitted the charge, and
his Worship made an order that he should
forfeit one month's pay.

CANTON.

[FROM OUR CORRESPONDENT.]

14th August.

THE FLOOD FUND BAZAAR.
The Bazaar continues its successful progress.
There were many prominent buyers on the
12th instant. Mr. Chan Yuk Sang purchased
an embroidered picture of the flood misery from
the Hakot Stall for \$1,800. A tablet which
was presented to the Kwan Wai Stall by Mr.
Chew Chun Hung was bought by Mr. Mak Sew
Pang for \$1,000. Mr. Luk Hon Chay paid
\$1,000 for a small piece of silk embroidery.

Mr. So Sing Kue, who took a fancy to a scroll
bearing the characters for "on behalf of the dis-
tressed" paid \$1,000 to the stall and, to show
his appreciation of Confucius' portrait which was
hung up in another stall, he donated \$1,000.
Mr. Wong King Hat purchased a dragon
flag for \$700. Mr. Kong Hung Yon again
wrote several pairs of scrolls in the Bazaar.
The highest price paid for a pair was \$500.
Mr. Li Chaw Fan being the purchaser. Quite a
number of men and women paid \$300 and \$400 for
small articles. The total number of tickets sold
for admission into the Bazaar during the eight
days was 23,666, which realized \$12,333.90.
The unsold articles will be put up for public
auction at the Bazaar to-morrow.

It is reported that the Viceroy intends to
present the value of the jade sceptre to the
relief funds.

MUNIFICENT DONATION.

A few days ago Tsoai Li Ming Sam sent the
munificent sum of \$40,000 to the Kwong Chan
Prefect as a donation to the flood relief
fund. The Prefect has reported Tsoai Li's
generosity to the Viceroy.

CLOSING OF OPIUM DEN.

It is reported that the Tarlar General has
given instructions to the military officers to
close down all the opium dens in the Banner-
men District here within one week. The new
opium law states that once an opium house is
closed it cannot be reopened. This law will
gradually diminish the number of opium dens.

15th August.

THE FLOOD FUND BAZAAR.

The largest buyers at the Bazaar during the
eight days are Mr. So Sing Kue \$12,000, Mr.
Kong Hung Yan (Han Lin) \$6,000, Messrs.
Luk Hon Chan and Lo Kwan Shek \$6,000,
each. The Kwan Wai Girls School stall sold
over \$25,000 worth of articles and the Ha Kot
Girls School above \$9,000. The total amount of
cash sales during the eight days was about
\$80,000. On the 13th instant the Committee
reported that they have collected \$15,000 of
the credit sales, and donations. I think the
proceeds of the eight days, including donations,
will amount to about \$160,000. The commit-
tee and stall holders of the Bazaar really
deserve high praise for the excellent work done
by them especially as this is the first Bazaar
of the kind held in China.

The Canton Flood Relief Society has deputed
Mr. Cha Yan Luk to represent them at the
Bazaar. Mr. Cha has taken with him to
Macao over 30 cases of articles presented from
the Cantonese people.

EX-VICEROY SHUN DENOUNCED.
Recently a censor in Peking memorialized
the Throne alleging that Ex-Viceroy Shun
Chun Huan, while he was in the Liang Kwang
Provinces, was obstinate, haughty, pertinacious
and cruel, and that on account of his degrading
a large number of capable officials the Two
Kwang Provinces have been ever since in
effervescence. In consequence of the above
allegations the Throne instructed Viceroy
Chang to investigate as to whether there is
any truth regarding these statements. H. E.
Chang replied that there is no substantial proof.

REFUND OF PENSIONS.

Several leading Bannermen here have
suggested that to allay the bad feeling against
them on account of the drawing of regular
pensions from the Government, they should
refund to the Government the funds thus
received. Most of them are, however, too poor
to do so. It is said that there are over
2,000,000 Bannermen in China.

SPECIAL DELEGATION.

The Board of War at Peking has cabled to
Viceroy Chang that they have deputed General
and Commander-in-Chief H. E. Chang Wai
Chi as special delegate to proceed to Kwang
Tung Province to inspect the troops. He is
expected to arrive here next month.

NEW DEPARTMENT CREATED.

The Central Government has recently in-
structed all the provinces to form a new depart-
ment called the Bureau of Industries. Mr.
Chan Mong Tsang, the present Kwong Chau
Prefect, has been promoted to the rank of
Taotai and is appointed Taotai of Industries.

LATEST STEAMER MOVEMENTS.

The C. & M. str. Zafiro left Manila on the
15th inst. and is due here to-day at 6 p.m.

The N.Y.K. str. Kawanishi Maru (European
Line) left Shanghai for this port on the 15th
inst. and is expected here to-morrow.

The P. & O. str. Malta left Singapore for
this port on the 14th inst. at 3.30 p.m. with the
outward English Mail and is due here on the 19th
inst. at about noon.

The N.Y.K. str. Kawanishi Maru (European
Line) left Singapore for this port on the 14th
inst. and is expected here on the 19th inst.

The J.C. str. Tsimah left Macassar for
this port on the 14th inst. and may be
expected here on about the 22nd inst.

The N.Y.K. str. Zafiro Maru (American Line)
left Kobe for this port via Moji and Shanghai
on the 14th inst. and is expected here on the 23rd
inst.

The C.P.R. str. Lemnos arrived Yokohama
at 3 p.m. on Friday, the 14th inst. and left
again at noon Saturday for Nagasaki where she
is due to arrive at noon to-morrow.

The C.P.R. str. Glenfarg arrived Nagasaki at
1 p.m. on Friday, the 14th inst. and left again
at 9 p.m. same day for Kobe, where she was due
to arrive at 6 a.m. yesterday.

CONCERT AT KOWLOON.

A highly successful Promenade Concert was
given by the Kowloon Cricket Club on their
grounds at Kowloon on Saturday night. The
promoters of the Concert may congratulate
themselves upon an exceptionally large attend-
ance, practically every chair being occupied
before the concert commenced. The grounds
were very prettily decorated, the long approach
to the Club House, in front of which the
platform was arranged, being an avenue of
Chinese lanterns, while four large arc lights
lit up the scene with excellent effect.

The Band of the 13th Rajputs, under the
able conductorship of their energetic Band-
master, Mr. Coke, did extremely well, the Scotch
selections gaining especial applause. Owing
to the stillness of the night the voices of the
singers were heard to much greater advantage
than is usually the case in an open air concert,
and the audience fully appreciated their
performance was shown by the number of encores
demanded. Miss Helen Thorne (Mrs. Coke)
was her best in selections from the "Country
Girl" and "The Gondoliers" with hand
accompaniment, while Senior Torras was deserv-
edly encoered after his song the "Forsador."
Mention must be made of the duet by Mrs.
Kew and Mr. Ayris which was excellently
rendered, while Mr. Hutchinson, whose voice
carried extremely well, recited examples of
amusing speeches by ill-natured Cockney quacks,
to the great delight of the audience. But,
where each performer did so well it is impossible
to single out any for special praise.

Refreshments were dispensed during the
evening, and a flashlight photograph was taken.

The Cricket Club are heartily to be con-
gratulated on a very successful evening and a
record attendance. The full programme is
given below.

Selections: "Lilts and Dances" of "Braid Scotland"
Band of the 13th Rajputs

Song "The Message," Mr. E. L. Chapple
Song "The Country Girl," Mr. L. Broughall
Selection "The Country Girl,"

Band of the 13th Rajputs
Song "Under the Deodar," Miss Helen Thorne
Recitation "The Forsador," Mr. Hutchinson
Song "The Forsador," Senior Torras

RANDOM REFLECTIONS.

"Hongkong's proposals" in connection with the suppression of the Opium divans has been a topic of considerable interest this week. A correspondent a few days ago inquired in the Daily Press how the Colonial Secretary reconciled his unequivocal denial of the statement that the Government had made certain definitely specified proposals with Reuters telegram announcing that the consideration of the "Hongkong proposals" was in abeyance pending the return of the Secretary of State for the Colonies from the Continent. Mr. May has not broken the rules of the Service by publishing in the newspapers an explanation and as the Legislative Council which has throughout the summer been holding weekly meetings, is now adjourned, we may have to wait some time for an explanation. There need, however, be no hesitation in believing that the Governor has made some proposals; as, for instance, with regard to the date when the so-called "dens" shall be closed, and it may be that His Excellency has proposed that the Shanghai example should be followed of closing them up in batches; but that the Governor, without first giving the Legislative Council an opportunity of expressing an opinion on the claims put forward by the Opium Farmer, has made any definite proposals to the Secretary of State as to the amount to be remitted by way of compensation in the monthly payments of the Opium Farm to the Government, I, for one, do not believe. It is quite possible that His Excellency has transmitted certain proposals made by the Opium Farmer on this important phase of the question, in order to enable the Secretary of State to fully appreciate the consequences of his hasty decision, but to say that the Government has endorsed those claims without having given the Legislative Council an opportunity of discussing them is a very different matter.

At last! The iron structure which so many people—I had almost said generations—have wished to see erected on Blake Pier is about to make its appearance. For years the residents and visitors have awoken under the broiling sun in the lengthy intervals between the destruction of the mat roof and its reconstruction, but apparently the voice of complaint has been listened to at last and the iron shed which should have been built at first will henceforth interpose between the rays of the sun and the many people who have to wait on the pier prior to embarkment, that is, if the structure be strong enough to withstand every typhoon that blows in this direction.

When we are going to get an up to date fireproof, one that will be of service on the water and get to the place in time to be of service? The present one is certainly entitled to be treated with the respect due to age, but people will be surprised over its performance, and one man was heard to declare that a week's provisions might be put on board before it was despatched any great distance in the harbour. Saracen may prick where statement fails and it may be, that ways and means will be found to procure something more modern before any great disaster occurs on the water.

Excursionists to Mico had rather a bad time last Sunday. The steamer stuck on the mud at the entrance to the harbour and remained there for about five hours. It was tantalising to be so near and yet so far, and language was used on that occasion which would do credit to the dragons who are reputed to be adapted in the art of connoisseur and forcible expression. The faint-hearted however came to the rescue of their patrons and sent out launches to bring them ashore but those who could not describe themselves as faint-hearted players had to content with their position on board. Prices for refreshments ruled high in consequence and one of the unfortunate declared he had to pay a dollar for a banana and a tooth pick. Probably this is exaggerated, but it is no joke to go to Mico and not get there. N.B.—This is a bull.

Among the sins of commission and omission laid to the charge of the Hongkong Government the latest is the resolution which decided that the valuation of the Colony for the year 1907-8 should be adopted as the valuation for 1908-9. The reason for this is not very apparent. No explanation has been offered for taking this course in preference to the usual assessment, and its effect will be to lessen the value of the published list. Any one with a knowledge of the conditions obtaining in the Colony during the last year or two does not need to be told that prosperity has not attended us. Business has declined, numerous merchants have had to close their doors, and the consequent effect has been felt by the population. Property is not so fully occupied as before. There are more empty houses standing on both sides of the harbour than have been seen for many a day, yet the valuation of the Colony is increased by something like \$100,000 according to the latest assessment. I am afraid that the advance is more apparent than real, and when we come to raise money for necessities it will be found that our position is not so good as it was hoped.

That was an admirable suggestion made by a correspondent in the Daily Press a few days ago. It was that the Government should provide facilities for rescue work on the harbour front during typhoon or other storms, and I hope the suggestion will not be allowed to pass without efforts being made to follow it up with something more definite. Many years ago a similar organisation existed in the Colony. It was known as the Hongkong Humane Society and had three stations, east, central, and west, the east at Hongkong Pier and Godown, the central at Duddell Street, and the west at the Sailors Home. Looking up a "Chronicle and Directory" for 1873, I noticed

the names of the Committee and officials but none of them are known to the present generation. One of the promoters was, I believe, Mr. J. Emmanuel, at that time reporter on the Daily Press.

Nobody in Hongkong I am sure, would like to be regarded as wanting in loyalty or respect for the King, but incidents do sometimes—though happily very rarely—occur in Hongkong which show a deplorable forgetfulness of the respect which is due to His Majesty's representative in the Colony. I am told that H. E. the Governor, who is now in residence at Mountain Lodge, was awaiting the arrival of the car at the lower train station after the polo match, but when it came in there was the usual eager rush for seats which occurs between seven and eight o'clock at this season of the year—and His Excellency was left standing on the platform to await the arrival of the next. It is a pity that someone in authority was not at the station to teach the occupants of the front seat a lesson which was obviously much needed.

We are now in the dog days, and not having the sea serpent or the big goby to discuss like the privileged people at home we take up one or other of the recurring themes peculiar to Hongkong and once more exorcise our intellects over it. Some folks might be sarcastic and remark that we don't possess any intellect but as the Scotch say "we'll let that stick to the wall." At present it looks as if the subsidiary coimage stood a good chance of being revived. It has been referred to at one company meeting already and will very likely be mentioned at others. But what good can be done? The subject has already been seriously discussed by men who have the best of reasons for trying to find a solution but yet we are no forwarder. Who shall deliver us? It looks as if, like the poor, it will always be with us. We may talk about it for a little. Then we get tired of hearing so many speeches and reading so many columns about the wretched thing that we drop it and go and play golf or tennis or do something where we can knock something. After all there is a great deal of satisfaction in hitting a ball.

The latest modes at home in bathing costumes were described in the Daily Press a few days ago, and, by way of comment a correspondent sends me, in the confident belief that it will be of local interest, the following lines by the late Sir John Lubbock.

"You bathing suit," her husband cried.
"I really cannot bear it."
"I do not see at all how you
Can have the face to wear it!"

She tossed her head and then indulged
In something like a snigger.
"I may not have the face," she said,
"But, oh, I've got the jigger!"
If the Hongkong public is able to stand "jiggers" on the subject there are other newly-fledged poets who might be given a show, to wit the one who wrote:
The jellyfish, as you may guess,
Hates the Director's Bathing Dress.
He'll have you just as you say, "Fish."
Unless you chance to be his friend,
He'll catch you on the bend!
When once he's got you in his grip
A frantic measure you will trip.
Bathers about an anguished yell,
When jellyfishes start to jell.
Don't treat him as a household pet,
He'll make your stately home too wet.
We could go on for days and days,
Describing all his little ways.
But hark! Our master's voice: "This stuff
Has lasted more than long enough."
ROBERT R. RANDOM.

THE AMUR RAILWAY QUESTION.

The detailed plans of the Amur line have now been before the Council at St. Petersburg for some little time past, and maps showing with most scrupulous exactitude the position of every line after the Russian frontier, either constructed or projected by the Japanese, have been placed before the members. It is stated that Count Witte and several other members of the Council, having thoroughly studied the maps, have expressed themselves as convinced that the network of Japanese railroads is so well planned that it must inevitably dominate the Russian Amur line, and entirely counterbalance the strategic advantages at which Russia is aiming.

INDIAN ITEMS.

The Directors of the Bank of Bengal at their meeting held on the 10th ultimo, reduced the rates of interest and discount from four to three per cent.

The training of woman telegraphists has begun in promising fashion in Madras. A class for women was opened with thirty probationers.

It has hitherto been the custom to send three officers every two years from the Indian Army to Japan to study the language. This year, however, one officer will proceed to China and two to Japan. Major Rennick, 40th Pathans, has been selected by the Commander-in-Chief to proceed to China, and he left recently for Peking.

The Government of India are now considering the question of the heavy fall in the revenue of the four-anna telegram. The introduction of the four-anna telegram has proved a very heavy expense, and it seems highly probable that a six-anna telegram will have to be introduced in its stead. The enormous distances over which the present four-anna telegrams are carried practically prove that telegrams are carried at a loss. It is understood that Chambers of Commerce will be consulted before any new rates are fixed by Government.

THE HONGKONG TRADE MARK APPEAL CASE.

J. ULLMANN & CO. V. LEWIS FRERES.

The following report appears in a London paper:

This was an appeal from a judgment of the Supreme Court of Hongkong of January 10, 1907, affirming a decision of Chief Justice Piggott in an action brought by the respondents, who are watchmakers at Fleurier, in Switzerland, against the appellants, who are watch makers at Chaux-de-Fonds, for the alleged infringement of trade-marks on watches sold in China.

Mr. E. H. Sharp (K.C. of the Hongkong Bar) and Mr. A. C. Nesbitt appeared for the appellants; Mr. P. O. Lawrence, K.C., and Mr. D. M. Keely for the respondents.

The arguments were heard recently before a board composed of Lord Robertson, Lord Atkinson, Lord Collins, and Sir Arthur Wilson, when judgment was reserved.

Sir Arthur Wilson, in now delivering (for Lord Robertson) their Lordships' judgment, said they were of opinion that the respondents—the plaintiffs—ought to have been notified for want of title, and that the appeal must, therefore, be allowed. The grounds of that conclusion might be very shortly stated. The action was for breach of trade-mark in Hongkong, and the trade-marks in question originated with persons named Bovet and were used by them in their business at Hongkong as dealers in watches. That Hongkong business belonged now, not to the respondents, but to a Mme. Bovet, and the relation in which the respondents stood to Mme. Bovet was simply that of manufacturers to a customer.

Accordingly the only watches which they sold at Hongkong they sold to Mme. Bovet, and with those sales to her their business in Hongkong began and ended. It resulted that the only person who could be deemed, so far as they were concerned, was Mme. Bovet, and that was not their case at all. Their case consisted in ignoring the contractual relation (of manufacturers to dealer) by which they were connected with, and were separated from, Mme. Bovet, and identifying themselves with the trade which belonged to her and which, by family as well as by business interest, they were connected. With the trade-marks themselves they had a much more direct connection, for they held an assignment from the trustee in bankruptcy of some former Bovets, which if paper would do, apart from business, might give them a good enough title. But it was (in law) now embodied in statute, as regarded registered trade-marks, that an assignment of trade-mark, without the business, conferred no effective right. It had been suggested, indeed, by the Chief Justice that the following words in the assignment supported the title, "avec l'entreprise desdits lieux (the trade-marks) servant à distinguer les produits." But those general words occurred in an assignment executed in Switzerland and must be applied by evidence to Hongkong.

The evidence proved that in Hongkong the business, on the incidents of which and injuries to which the respondents relied, was, *de facto*, not theirs and was not carried on for them. About those facts there was no ambiguity or doubt at all. Mr. Freeman, of Messrs. Gannup and Co., who acted for the plaintiffs, on the one hand, and Mme. Bovet, on the other, were perfectly explicit on the point. It was argued for the respondents that the trial had been so conducted that point of title was not now open to the appellants. But, on the pleadings, the appellants expressly stated that they did not admit the assignments of title and then lay by. In such a situation a plaintiff, if he ignored the question, did so at his peril, for the defence put him to prove his title. Fortunately however the matter was not left to be determined on a mere question of pleading, for the evidence at the trial and the additional evidence taken during the hearing of the appeal placed the question on a clear footing of ascertained fact. It was in the end and courageously maintained for the respondents that they, in their quality of manufacturers, had sufficient interest to sue the action, and it was against principle. It was quite true that the respondents were interested in the success of Mme. Bovet's business, but that could never put them in her shoes. In vindicating her rights against wrongdoers. Their Lordships would humbly advise His Majesty that the appeal ought to be allowed, the judgments below discharged, with costs, and the plaintiff non-suited. The respondents must pay the costs of the appeal.

LAWN BOWLS.
A meeting between the Police Recreation Club and Kowloon Bowling Club took place on Saturday afternoon at Kowloon. Four finks a side participated and a very close game ensued. The visitors showed great improvement in their play and Kowloon won only by seven shots—78 to 71. Kowloon won on two finks. J. Ramsay's quartette beating Inspector Cameron's by 21 to 16 and T. Skinner's winning from Inspector Molard's by 22 to 12. W. J. Crawford lost to Inspector Withers by seven, and after an even game throughout Sergt. Watt's rink gained the winning point from A. Ramsay's. Scores:—

A. Nicholson 18, L. S. Pitt 18, R. Hunter 18, P. S. Wilson 18, A. H. Milroy 18, Insp. Ritchie 18, J. Ramsay (skip) 21, Insp. Cameron (skip) 18, W. Taylor 18, Insp. Hanson 18, D. Keir 18, Insp. Robertson 18, W. J. Crawford (skip) 17, Insp. Withers (skip) 24, D. Muir 18, P. C. Ogg 18, T. Robertson 18, C. Innes, Baker 18, J. Hendon 18, Insp. Molard (skip) 12, J. Skinner (skip) 22, P. C. Bell 18, J. C. Gow 18, L. S. Watt 18, W. Russell 18, P. C. McLennan 18, A. Ramsay (skip) 19, P. S. (22) Watt (skip) 19.

SHARE REPORT.

Merita, Birch, Goss & Co. say in their weekly sharelist dated Hongkong 16th August, 1908:—We have hardly anything fresh to report, business during the week under review being on a very moderate scale, in most cases assisted by sellers meeting the ideas of buyers. The closing demand rate of exchange on London closed at 1s. 9½d., while rates on Shanghai are 1s. 7½d. for a Bank T/T, and 1s. 7½d. for a three days' sight Private Draft being 1s. 7½d. for a three days' sight Private Draft being 1s. 7½d. Bar silver in London is quoted 23s. 11½d. and Consols 88½. The Bank of England rate of discount remains at 3½ per cent., while the private market rate of discount is 4½ per cent.

BANK SHARES.—A few small lots of Hongkong and Shanghai sold at \$767½ and \$770, and a few more could be placed at the higher figure; London quotes 280; Nationals have buyers at \$51.

MARINE INSURANCE SHARES.—Unions sold at \$755 and \$750, closing firm at the lower rate. Yongsins have buyers at \$16½. In other stocks under this heading there is no change to report and no sales.

FIRE INSURANCE SHARES.—Hongkong remain offering at \$315, while Chinas have been done at \$32½ and \$33, closing steady at \$32½.

SHANGHAI SHARES.—Hongkong, Canton and Maan Shing have been changed over at \$29 and \$28½, closing steady at \$29½. The dividend of \$14 per share, paid on 11th instant, Indo-China was weaker, there are sellers at \$57, while buyers only offer \$55, the Shanghai rate having fallen to 1s. 4½d. The London rates are unchanged. China and Manilas are on offer at \$15, and Doglenses might be had at \$38. Old Star Forries have sellers at \$25, but the new Star Forries are at \$15, after sales at that rate. Shell Transporters in request at 45s. 6d., but none seem to be offering. The London rate is 44s. sellers. Union Waterboats are quiet at \$10½.

REFINERIES.—Unchanged, no sales reported. MINING SHARES.—Charbonnages continue in demand at \$580. Rauba are quiet at \$7; Chinese Engineering and Mining Company's shares sold at 1s. 10½.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks are unaccountably weak, and the rate has been effected at \$103, 2½d. which figure more shares are available. The Company is full of work, besides having obtained the job of rebuilding the No. 1 Wharf of the Hongkong and Kowloon Wharf and Godown Company; Geo. Fenwick, as well as New Amoy Docks, are for sale at last mentioned rates. Shanghai Docks have buyers in the North at the reduced rate of 1s. 83. Hongkong and Kowloon Wharf and Godown Company shares are at rates ranging between \$45½ and \$45, and have buyers at the lower rate. Shanghai and Hongkong Wharves have landed to 1s. 16½d. sellers.

LANDS, HOMES AND BUILDINGS.—Hongkong Lands changed hands at \$94, and Hongkong Hotels at \$80. Other stocks under this heading are unchanged, and without any reported sales.

COTTON MILLS.—Shanghai quotations are unchanged. Hongkong Cottons are obtainable at \$11, with buyers at \$11½.

SYNTHETIC NITRIC ACIDS COMPANIES.—Hongkong Electric, found buyers at \$163. Green Island Cement changed hands at \$104. Other stocks under this heading are unchanged and without sales.

MISCELLANEOUS.—China Providents have been done at \$84. Langkats are quoted at 1s. 56½d. sellers. Watsons sold at \$94, and Wm. Powells at \$4. Other stocks under this heading are unchanged, and we have not heard of any transactions.

WATER RETURN.

Level and storage of water in the City and Hill District Water Works.

	1907.	1908.
Level.		
Above overflow.	Above overflow.	
Tytan	0 ft. 9 in.	0 ft. 1 in.
	Below overflow.	
Tytan Byewash	1 ft. 3 in.	0 ft. 1 in.
Tytan Intermediate	nil.	0 ft. 1 in.
Pokfulam	0 ft. 3 in.	0 ft. 1 in.
Wongachung	9 ft. 5 in.	0 ft. 0 in.
	STORAGE (GALLONS).	
Tytan	884,800,000	385,520,000
Tytan Byewash	26,020,000	22,497,000
Tytan Intermediate	nil.	116,385,000
Pokfulam	64,340,000	66,180,000
Wongachung	10,149,000	30,398,000
Total	488,909,000	700,984,000

CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF JULY.

	1907.	1908.
Consumption	147,224,000	148,577,000 gallons
Estimated population	205,260	207,060
Consumption per head per day	231	231 gallons
Constant supply in all districts during both years, during July. The return of Consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Bed are in progress.		

KOWLOON WATER WORKS.

	1907.	1908.
Kowloon Gravitation Reservoir	nil.	23 ft. 0 in.
	STORAGE GALLONS.	
Kowloon Gravitation Reservoir	156,200,000	

CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF JULY.

	1907.	1908.
Consumption	19,372,000	21,520,000 gallons
Estimated population	78,960	83,700
Consumption per head per day	7.8	8.2 gallons
The Government Analyst reports that the water is of excellent quality.		

Public Works Department.

W. CHATHAM, Water Authority.

REVOLUTIONARY MOVEMENT IN SIBERIA.

Authentic reports received in St. Petersburg from Siberia last month stated that the revolutionaries were engaged in organizing the soldiers employed in guarding the Manchurian frontier. The Eastern China Railway, with its officials, was being organized to support the revolutionaries. It is claimed that this revolutionary propaganda is being fostered by the Japanese. At all events there is now being published in Japan a revolutionary newspaper entitled "Vostok"; this organ is printed in Russian, and is devoted more especially to the revolutionary agitation in Siberia; it is smuggled into Siberia by way of Vladivostok. As this agitation is being carried on very skillfully among the officials and soldiers, the Russian Government is implored by experts in the Far East to take timely steps to combat its effects.

PASTEURIZED AMSTEL PILSENER BEER.

SPECIAL PASTEURIZED FOR USE IN TROPICAL COUNTRIES.

VERY LIGHT, EXCEEDINGLY PALATABLE, REFRESHING, and WHOLESOME.

YOU WILL REJECT OTHER BEERS WHEN ONCE YOU TRY THIS.

PER CASE 4 DOZEN QUARTS	\$18.50
" CASE 6 DOZEN PINTS	15.00
" DOZEN QUARTS	4.15
" DOZEN PINTS	2.35

SOLE AGENTS—

H. PRICE & CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS, 12 QUEEN'S ROAD CENTRAL.

Hongkong, 12th August, 1908.

THE POLICY OF JAPAN.

The following letter was published in the Times last month:

Sir, During the last two or three years inquisitive persons have been busy with the question what, as the Japanese might not go to war with America or invade Australia, or conquer the Philippine Islands.

A few words from some one who has lived in Japan may be useful in helping to remove misapprehensions.

I may say at the outset that, while in the Western newspapers there have been rumours of such things, which, of course, were reproduced here or there in Japanese newspapers, we in Japan have never had the slightest fear of a disturbance of the public peace from any of these causes.

As regards the American question, the Japanese Government has been so perfectly steady, has distinguished so clearly throughout between the local labour troubles of the west coast and the unmistakable attitude of President Roosevelt and his Government, that I should really have thought it quite needless to say anything, had I not perceived that the Governor of the Bank of England, who was seriously anxious and full of questions on the subject. When this was the case, it is obvious that such rumours of wars must have had some financial influence detrimental to Japan, and indirectly to the world. The one thing about which Japan cares in this matter, so far as I can see, is not that the Japanese should be able to go and settle in America—indeed, it would be much better for Japan that they should settle elsewhere—but simply that the Japanese should not be differentiated against, as a nation, on a lower level than other nations of the world. If their exclusion rests on principles applicable to all other nations, or if Japan is recognised as entirely at liberty to do exactly the same as America, England, or any other nation as is done to her, no dangerous situation would arise. Suffice it to say that though there are, of course, some hotbeds in Japan as elsewhere, there have been no such incidents as the recent war party on the subject. One reads the news of the yellow press in the West with nothing but amusement.

Still more absurd has been the claim of the Japanese mind on the subject of Australia. Not a ripple has appeared to disturb it. Whence then come the forebodings, that certainly Japan does want Australia, which have appeared largely in the Australian papers and have been copied to some extent elsewhere? I think the answer is very simple—somebody has written a rapidly increasing nation with an empire; the Australians are a small white people, less than two to the square mile of the land which they occupy, not rapidly increasing, continent, of which a large part cannot be turned to account with white labour. Now recent wars in the East have not infrequently been made on the theory, which may be right or wrong, that even a densely populated country like China has no right to exclude altogether those who would still further develop its resources in a proper manner.

Advancing nations cannot be excluded from the countries of barbarous tribes, where the wealth of the world is quite undeveloped, and Maori or North American Indian races cannot claim all that as nomads they might like to spread over in the districts where they live. Still more plain is it that, if vast tracts of land are almost wholly unoccupied, the people that occupy other districts of the same country cannot claim to keep them so. As far as I can see the numerous Japanese desires on Australia rest on absolutely nothing but the rather uneasy consciousness of those who are keeping them out of lands which they cannot use themselves. In Japan itself there is not a thought upon the subject, but no doubt it is desirable, if the Australians wish to keep Australia to themselves, that they should be as quick as they can in making it useful to the world. Lands cannot remain unoccupied for ever when many nations are requiring an outlet for their surplus population. The Australian conscience will be comforted and their fears allayed when they see their continent in such a way as to be entitled to say that it is to the good of the world that it should be left to them.

There has, of course, been more talk in regard to the Philippines, which has originated chiefly, it would seem, from the party in America that is opposed to annexation of anything beyond the continent of America, or at most the outlying islands and its adjacent islands. Here again, I have never met with any expression of desire on the part of the Japanese for the possession of the Philippines. That has been a matter of the imagination, but under certain circumstances it is obviously more likely to arise than any desire for Australia. I feel quite sure that at least for many years to come the Japanese sincerely hope that America will keep tight hold of the islands. The financial situation is not such as to lead Japan to desire fresh burdens and responsibilities. What with railway nationalization at home and developments in Korea and Manchuria, there is enough to do to last for a good many years. Yet I suppose that, if America were to give up the islands, Japan would rather take the burden than see any European Power established there which might hereafter be hostile and would involve the necessity of a large increase in the Japanese fleet for the protection of its interests in the Pacific. I write this, not as having any special political knowledge, but simply from the point of view of common sense, coupled with the perfect quietude of public opinion in Japan on all these matters, so far as a foreigner living in that country can judge. I think that a good deal of harm has probably been done by the Japanese press in their exaggerated and untrue statements of the constant recurrence in the newspapers of the West of these subjects, which are regarded as smoke indicating that there must be fire to account for it.

In conclusion, I would suggest to those who are making difficulties for Japan that there is a very great danger ahead if the policy of exclusiveness is carried far enough really to stir the nation. With Japan already powerful and China likely rapidly to become so, those who insist on a policy of mutual exclusion, whether on the ground of race or otherwise—Australia

SPECIAL BARGAINS.

HIGH CLASS PIANOS.

BY
BROADWOOD. COLLARD.
WERNER. RACHAU.
HAAKE. KRAUSS.
AND OTHER.
MAKERS OF REPUTE

WEAR GUARANTEED!

WILL BE STORED UNTIL REQUIRED.

CASH OR CREDIT.

ROBINSON PIANO

Co., Ltd.

Hongkong, 13th July, 1908.

36

for the Australians, America for the white races and the like are certain to make effective the cry of "The Far East for the Far East," and as the Far Eastern nations advance, and develop the resources of their own countries, the old idea that "we white men may penetrate you, but you may not penetrate us" will be too palpably immoral to be tolerated. I am yours faithfully,

WM. AWBRY, Bishop of South Tokyo.

MR LOKE YEW INTERVIEWED AT KUALA LUMPUR.

There has been some further correspondence in the English press on the subject of the Hongkong Opium Farm, and in this connection a representative of the "Malay Mail" interviewed Mr. Loke Yew on Tuesday (4th inst).

Mr. Loke Yew says that he is the Hongkong Opium Farmer and signed the Farm contract, but that there are others who have an interest in the Farm. He further says that when in Hongkong he discussed with the Governor the possibility of the Farm being terminated at a date prior to the termination of the contract. Whatever views may be held by other gentlemen interested in the Farm, Mr. Loke Yew's own personal views may be gathered from the following extract of a letter sent by him last month to one of the farm officials in Hongkong:—

My dear Sir, I will please reply that the statement was not true that Mr. Loke Yew had threatened to claim compensation that I would be glad if the opium shops could be closed, that if that were possible I expected a reduction in the Farm rental, may that I would be very pleased if the Government could suppress the opium traffic and abolish the Opium Farm altogether, that I would claim no compensation for it.

DUKE OF DEVONSHIRE'S WILL.

The Duke of Devonshire, who died at Cannes on March 24, left property in his own disposition worth £1,164,560, of which £1,071,832 is personally. The total does not include the value of Chatsworth and the other great estates of the Devonshire family, which are settled property. The value of the whole estate will probably exceed £2,500,000, and may be more than £3,000,000.

The Duke's will is a lengthy document of 17,730 words. It widows the Duke's £25,000 an annuity of £8,000, and the option of the lease fifty years at £1000 a year of Compton Place, Eastbourne.

He left £100,000 each to Louisa Countess of Goshford and her three daughters, Lady Alexandra, Lady Stanley, Lady Mary Ward, and Lady Theodosia Louise Augusta Ashcom. He left his Lancashire estates on trust for his nephew, Mr. Richard Frederick Cavendish, subject to the raising of a sum of £25,000 to be held on trust for his nephew, Captain John Spencer Cavendish, and subject to rent charges amounting to £25,000 a year in favour of the present Duke. He charged his Cumberland and Lincoln estates with annuities of £2000 in favour of his sister-in-law, Lady Frederick Cavendish, and of £1100 in favour of his sister-in-law Lady Edward Cavendish.

The rest of the real estate in Cork, Waterford, Cumberland, Lincoln, and Derby, and his mining royalties at Dalnair, are left on trust for the present Duke who also receives the late Duke's jewels and the residue of his personal estate. The valuation of the late Duke's household effects was nearly £20,000. There is no specific mention of the Chiswick property, or of Devonshire House, the Duke's town residence.

NOTICES TO CONSIGNEES

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"JESERIC,"

FROM NEW YORK.

Consignees of Cargo by the above named vessel are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st inst., or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ARNOLD KARBBERG & Co., Agents.

Hongkong, 11th August, 1908. 1175

NORDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th August, at 3 P.M.

All Claims must reach us before the 23rd August, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 12th August, 1908. 5

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 13th August, 1908.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"CATHAY,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th August, at 9.30 A.M.

All Claims must reach us before the 24th August, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.

Hongkong, 13th August, 1908. 6

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"AMBRIA,"

Captain Deinat, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Teat. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 14th August, 1908. 1181

INSURANCES

NORTH BRITISH AND MEROAN-TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907

I. Authorized Capital.....£3,000,000
Subscribed Capital.....2,750,000
Paid-up Capital.....687,500 0 0
II. Fire Funds.....9,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1907. 1019

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Agents.

Hongkong, 18th August, 1908. 28

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 21st April, 1897. 114

FOR SALE

FOR SALE.

LOT No. 53, British Concession, Property of the GARNON CONCRETE HOUSE CO. is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY.

L. ALBERT.

Canton, 10th August, 1908. 1170

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auctioneers, &c., No. 5, Queen's Road Central.

Hongkong, 16th May, 1908. 853

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 225 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PEAKA EAST. Approximate AREA 4,000 SQUARE FT. 998 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. 194

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record is given in the

NEWS OF THE FAR EAST

HONGKONG WEEKLY

PRESS,

with which is incorporated THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

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SCIENTIFIC MISCELLANY.

CATS FOR PLAGUE—SHRITLED SALT—

ELECTRIC HEATING OF THE BODY—

TELEGRAPHIC VISION—SCIENCE VERSUS

SUPERSTITION—SOLID FUEL FOR AUTOMOB.

BILES—WOMAN VOTING AND INSANITY—

TEMPERING IN QUARTZ TUBES.

The keeping of cats is the solution offered by Lieut-Col. A. Buchanan, civil surgeon of Amrohi, Benares, India, for the plague problem that is now so steadily growing upon the world's attention. At Nagpur 22,000 people have died from plague, and 8,000 at Kalmeshwar. These places are 13 miles apart, and on the roadside between is the village of Giria which has had no plague. Cats have kept the village free from rats. Following up the hint, a census showed that the 890,000 people of the district of Amrohi had 33,000 cats, and that 145 villages having cats in at least half of the houses had never had the plague. Of more than 5,000 cases of plague in the district last year there were no cases in groups of houses containing more than one house protected by cats. It is now known that the plague is spread by rats. The gun, the trap, the ferret, the terrier, poisons like phosphorus and arsenic, and bio-cerds have been suggested as remedies, but Col. Buchanan believes that the plague in India will cease when the cat—which has been overlooked—is recognized as the true rat exterminator.

Salt is purified by melting in the new and rapid English process. The crude rock salt is fed automatically to a table contained in a large furnace, is then fused and runs into troughs, from which it is drawn at one side of the furnace into large cauldrons. Air is forced into the molten mass and lime is added. The impurities sink to the bottom, and the upper portion is ground and screened, while the lower part is used for chemical purposes.

The physiological effects of high-frequency currents are traced by two French experimenters to increase of body-temperature. This gives them value in arteriosclerosis, Bright's disease and other maladies, and as a mild substitute for warm baths and other heat applications.

The sensational prophecy has been made that within a year we shall be seeing by wire—even across the Atlantic—and it is interesting to note that scientific authority admits the possibility. Dr. Shefford Bidwell, the British physicist, weighs the chances. By a method similar to that which now telegraphs pictures to photograph plates, it would be necessary to pass the signal in a cell transmitter over the entire transmitting screen in a long spiral at least ten times every second, or the persistence of vision would not combine the successive impressions into one view. At the passage the light variations of the selenium would be transmitted from each division of the many thousand of the transmitter screen to a corresponding division of the receiver screen by a receiver synchronized to move exactly with the transmitter. Such a mechanism is not to be considered, and the only practical plan seems to be to provide selenium cells and independent wires for each division of the scene. To produce a received image two inches square, made up of units 1/150 of an inch square, would require 90,000 elementary working parts, including selenium cells, luminosity-controlling devices, projecting lenses for the receiver, and conducting wires. The scene would be projected by a 3-foot lens upon a surface of selenium cells 8 feet square, the receiving apparatus would occupy 4,000 cubic feet, and the cable between the stations would be 8 or 10 inches in diameter. A line of 100 miles would probably cost \$6,250,000.

Ill-considered advertising of divining rod achievements is pointed out by a British engineer as a serious injustice to hydrogeological experts and artisan engineers. The mysterious twig shows water no oftener than ordinary guessing. Sol-nay has a far better record, and in his own experience water has been found in hundreds of places all over Great Britain by the study of geology and physical geography, not one attempt in 50 having failed where success was confidently expected, and hardly a success having been recorded where conditions seemed adverse.

A solid fuel being in many respects desirable for motors and automobiles, a firm of German manufacturers has adapted the gas-engine for using bricks of naphthalene. This is a comparatively cheap hydrocarbon distilled from coal-tar, melts at 174 degrees Fahr., and often causes trouble by condensing from coal-gas and stopping up the pipes. Fed every two or three hours into a special cylinder attached to the gas-engine, the bricks are melted by the waste heat from the jacket water and the exhaust. The melting naphthalene passes down a pipe—which is jacketed by a branch pipe from the exhaust—to the spraying device, which is heated by the exhaust; and the air entering the cylinder is also preheated to keep the naphthalene from clogging the nozzles. The one disadvantage of this fuel is that it is necessary to use gasoline until the cooling water and the exhaust become hot enough to melt the naphthalene.

Female suffrage appears to be a many-sided problem. A Finnish physician, Dr. Oavi Granholm, even accuses it of increasing insanity.

At Narvas the number of lunatics was only 29 in 1900, with 11,881 inhabitants, but had reached 57 in 1906, with a population of 12,137. Neither heredity nor morbid religious movements explain the increase, and the social and political excitement of Finland have not reached this remote place. But the woman—especially teachers—are intensely interested in the newly acquired right to vote and hold office. The domestic life has suffered in consequence, becoming unfavourable for the development of the young, and more mental aberration is a result.

In the novel tool-tempering apparatus of W. Rosenbain, as exhibited at a soiree of the London Royal Society, the metal is heated in a vacuum tube, and at the required temperature—shown by a thermo-electric indicator—is quenched by admitting water. The new alloy tubes admit of sudden cooling from redness or greater heat.

COTTON TRADE OUTLOOK.

LANCASHIRE SPINNERS AND THEIR LOSSES.

The prices now prevailing for raw cotton and the finished yarn make it impossible, says a London Journal, for Lancashire spinners to conduct their business on profitable lines. The cotton trade has been in a depressed state for some months, and spinners assert that the primary cause for this temporary decline is that many new mills have been erected, apparently without consideration as to whether there is raw material to run them or the consuming markets can absorb the additional goods produced. Employers and operators alike admit readily that the prevalent sickness is brought about directly by the undue extension of the trade. Mr. W. Mullin, the secretary of the Cardroom Workers' Amalgamation, in his latest report, speaks of the "unreasonable folly of mill-building speculators and position-seekers" who have brought about present state of over-production, and necessitated organized short time working throughout the industry.

But simultaneously with the working of shorter hours and a consequent reduction in wages the Employers' Federation have recommended the trade to seek a further reduction of 5 per cent. in wages. This latest move has created not a little surprise amongst many of the employers, and although it is too early for the operatives' representatives to state their views on this course of action, a feeling of resentment is everywhere manifest. The operatives' officials know that many firms have been working at a loss, but as a result of profitable trading which preceded the present depression they have paid their usual dividend out of substantial reserve funds that have been in most cases built up.

It is now fifteen years since the operatives have submitted to a reduction in wages. At the time the Brooklands Agreement was formulated, and from then until now that agreement has been the means of saving the disputes which are bound to arise periodically in a large trading concern. In 1893 sevenpence in the pound was taken off the wages of the operatives, but it was returned to them in March, 1899. In the following year another 5 per cent. advance was granted, with an extra 5 per cent. to male card and blowing room workers. In May, 1906, a similar advance was granted to those operatives engaged in spinning American cotton, and a year later a further advance of 5 per cent. was given, the Bolton district being excluded, on the ground that the wages paid to the operatives engaged on Egyptian cotton were high enough already. In addition to this latest advance the operatives received a bonus of 5 per cent. for three months in 1905.

The recommendation now made by the employers will affect all the districts of the Federation, and if imposed it is probable that the workers in the non-federated mills will suffer. Altogether it is calculated that about 55,000,000 spindles would be affected. The short-time movement during the last month concerned about seventy thousand operatives, and they lost approximately £180,000 in wages. When the last 5 per cent. advance in wages was given to the workpeople Mr. C. W. Macara, president of the Federation, expressed the hope that when the trade caused the employers to ask for a reduction the operatives would be as generous to the employers as the employers had been to them. Employers suggest that now is the time for the operatives to show their fairness in the matter.

It's the Quality that tells.

van Houten's

IS THE

FINEST COCOA IN THE WORLD.

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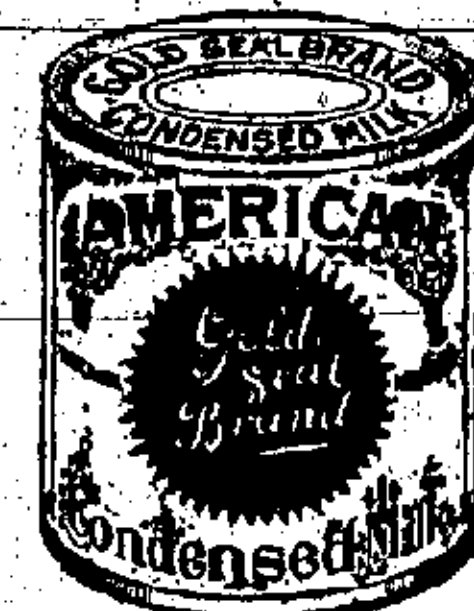
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA

MAGNESIA

The Physician's Cure for Constipation, Rheumatic Gout, and Gravel.

Safest and most Effective Aperient for Regular Use.



GAIL BORDEN'S CONDENSED MILK.

"GOLD SEAL"

BRAND.

THE MILK PAR EXCELLENCE.

GUARANTEED TO KEEP LONGER THAN CONDENSED MILK OF ANY

OTHER MANUFACTURE.

FIRST, in PURITY, PRICE and PRECEDENCE.

For BORDEN'S CONDENSED MILK Co.,

CONNELL BROS. COMPANY,

Sole Importers.

Hongkong, 30th July, 1908.

1583



FOOD

Benger's Food, prepared with fresh new milk, is all food.

It is distinguished from others by the ease with which it can be digested and absorbed. It can be served prepared to suit the exact physical condition of the person for whom it is intended.

Benger's Food is for infants, invalids, and all whose digestive powers have become weakened through illness or advancing age.

Benger's Food is sold in tins by Chemists, etc., everywhere.

AN IDEAL INVALID FOOD IN HOT CLIMATES.



A PANCREATISED MILK AND CEREAL FOOD.

For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

The "Allenburys' Diet" is a complete food, being manufactured from milk and wheaten meal, both ingredients being largely predigested. It is most palatable and easy of digestion, and can be made in a minute, the addition of boiling water only being necessary. Whilst it is suitable for all as a light nourishment, it is especially helpful to Invalids, Dyspeptics, and the Aged.

SHIPPING.

ARRIVALS.
ALBENGA, German str., 2,765, Lorenzen, 16th August—Shanghai 12th August, Teo, Wood Oil and Wool—Carlowitz & Co.
BUJUN MARU, Japanese str., 1,811, M. Nemoto, 16th August—Swatow 15th August, General—Osaka Shosen Kaisha.
CHIPPING, British str., 1,199, F. Mooney, 15th August—Singapore 9th, Chefoo 10th and Wei-haiwei 11th, General—Jardine, Matheson & Co.
HAILAN, French str., 377, O. A. Hoeg, 15th August—Hohow 14th August, General—A. B. Marly.
HAIYAN, British str., 1,133, J. S. Roach, 16th August—Poochow 13th August, Amoy 14th and Swatow 15th, Tea and General—Donglas, Laprak & Co.
HELEN, German str., 771, J. Jesson, 15th August—Hohow 14th August, General—Johsen & Co.
HINSANG, British str., 1,536, A. G. Smith, 16th August—Hongkong 13th August, Coal—Jardine, Matheson & Co.
JASON, British str., 4,800, T. G. Steves, 16th August—Singapore 11th August, General—Butterfield & Swire.
KWONGSANG, British str., 1,428, W. Palmer, Baker, 16th August—Shanghai Aug. 11th and Swatow 15th, General—Jardine, Matheson & Co.
ONSANG, British str., 1,737, E. Wheeler, 14th August—Mojoi 8th August, Coal—Jardine, Matheson & Co.
QUANTA, German str., 1,852, H. Macdon, 16th August—Pulo Tunku 9th August, Old Iron Tanks—Swatow 15th August, General—Jardine, Matheson & Co.
SHI SHU MARU, Japanese str., 899, I. Ichi, 16th August—Tamsui via Amoy and Swatow 15th August, General—Osaka Shosen Kaisha.
WINGSANG, British str., 15th August—Canton.
YONGHAI, British str., 1,205, Brown, 16th August—Shanghai 11th August, General—Butterfield & Swire.
YUNNAN, French str., 4,213, Hengra 15th August—Singapore 9th August, Messageries Maritimes.
ZILLAL, British str., 2,412, Plare, 16th August—Christmas Island 6th August, Phosphate—Mitsui Bussan Kaisha.

DEPARTURES.

15th August.
CATHAY, Danish str., for Shanghai.
CHOWSA, German str., for Swatow.
EMPEROR OF INDIA, Brit. str., for Vancouver.
JESKIB, British str., for Shanghai.
JOHANN, German str., for Haiphong.
KWANGTAN, Chinese str., for Shanghai.
MAHLEW, German str., for Bangkok.
RUBI, British str., for Manila.
WINGSANG, British str., for Shanghai.
16th August.
DAIJUN MARU, Japanese str., for Swatow.
GLYKHT, French str., for Kwang Chow Wan.
KWANGTAN, Chinese str., for Chingwanan.
MANDASAN MARU, Jap. str., for Kuchinotzu.
QUANTA, German str., for Mojoi.
TJILYONG, Dutch str., for Batavia.

SHIPPING REPORTS.

The Japanese str. **Daijun Maru** reports: Light breeze and cloudy weather.
 The British str. **Chipping** reports: Moderate to light Southerly winds and fine clear weather throughout.
 The British str. **Hailan** reports: Fine clear weather, light wind and smooth sea throughout passage.
 The British str. **Onsang** reports: Light variable winds and fine weather during voyage.

VESSELS IN DOCK.

ARRIVED DOCKS.—*Haiching*
KOWLOON DOCKS.—*Sorsogon*, *Courtfield*, *Cranley*, *Lavang*, *Amara*, *H.M.S. Whiting*, *Jutepolis*, *H.M.S. Sandpiper*, *Darya*, *Aphrodite*, *U.S.S. Samar*, *Cosmopolitan*.
DOCKS.—*Venalia*, *Pocahontas*, *Versia*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 For SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAIYAN"
 Captain Roach, will be despatched for the above Ports TO-MORROW—the 18th inst., at 2 P.M.
 A reduction of 20 per cent. on First Class Fares to Fochow, will be made during the months of August and September.
 For Freight or Passage apply to
DOUGLAS LARSEN & Co.
 General Managers.
 Hongkong, 14th August, 1908. 1180



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM TO
SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship
"VORWAERTS"
 Captain Bednarz, will leave for the above places TO-MORROW, the 18th inst., P.M.
 This steamer has special accommodation for passengers, electric light, and carries a doctor and stewardess.
 For Freight or Passage, apply to
SANDER, WIELER & CO.,
 Agents.
 Hongkong, 12th August, 1908. 3

"SHIRE" LINE OF STEAMERS
LIMITED.
 FOR LONDON, HAMBURG AND ANTWERP.
THE Steamship
"FLINTSHIRE"
 Capt. G. C. Cuny, R.N.R., will be despatched for the above Ports on SATURDAY, the 20th August, 1908.
 Surgeon and Stewardess carried.
 For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 12th August, 1908. 1093

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Black Pier. 3 From Black Pier to Naval Yard. 4 From Naval Yard to East Point.

SECTIONS.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL...	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON & HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cuny, R.N.R.	SHEWAN, TOMES & Co.	On 29th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	STRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 26th inst.
LONDON, HAYRE & ANTWERP	GLENROY	Brit. str.	—	T. Darke	McGREGOR BROS. & GOW	On 30th inst.
COPENHAGEN & ST. PETERSBURG	SOPERNIX	Dan. str.	—	Jäger	MELCHERS & Co.	To-day.
DUNKIRK, ANTWERP & HAMBURG &c.	SPERZA	Ger. str.	k.w.	Doinat	HAMBURG-AMERIKA LINE	About Middle of Sept.
HAYRE, DUNKIRK & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERIKA LINE	On 23rd inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ARMENIA	Ger. str.	k.w.	Guionnet	HAMBURG-AMERIKA LINE	On 20th September.
HAYRE & HAMBURG VIA STRAITS, &c.	ARMAND BRUC	Fr. str.	—	H. Petersen	HAMBURG-AMERIKA LINE	On 4th October.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	S. J. G. Parsons	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Dan. str.	—	Peter	NIPPON YUSEN KAISHA	On 19th inst., at D'light
MARSEILLES, HAYRE & COPENHAGEN	SLAVONIA	Ger. str.	k.w.	O. Fahnke	MELCHERS & Co.	On 2nd Sept., at D'light
MARSEILLES, ANTWERP & HAMBURG &c.	P. R. LUTFOLD	Ger. str.	—	Rodonich	HAMBURG-AMERIKA LINE	On 11th September.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	SILVIA	Aus. str.	—	Lorenzen	MELCHERS & Co.	On 26th inst., at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	IRENAMAYO	Am. str.	—	SHEWAN, TOMES & Co.	SHEWAN, TOMES & Co.	About 22nd inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	1 m.	Wm. Bainbridge	CANADIAN PACIFIC R. CO.	On 20th inst.
BOSTON & NEW YORK	EMERSON	Brit. str.	1 m.	M. Yagi	CANADIAN PACIFIC R. CO.	On 5th Sept., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	AKI MARU	Jap. str.	—	Cowley	NIPPON YUSEN KAISHA	On 11th Sept., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	KUMERIC	Am. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA, B.C. & TACOMA VIA JAPAN	ITO MARU	Jap. str.	—	McArthur	DODWELL & CO., LTD.	On 1st Sept., at 4 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	CHANGSHA	Brit. str.	1 m.	G. W. Eddy	GIBB, LIVINGSTON & CO.	On 2nd Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	J. Harrison	MELCHERS & Co.	On 10th Sept., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.
VLADIVOSTOK	YUNNAN	Frash. str.	—	T. Harrison	MESSAGERIES MARITIMES	To-day, at 4 P.M.
YOKOHAMA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 21st inst.
KOBE AND YOKOHAMA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 27th inst.
CHANGWANGTAO, JAPAN, AMERICA, &c.	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
TIENSIN VIA SWATOW, WEI-HAIWEI & CHEFOO	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
TIENSIN	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI VIA SWATOW	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	About 17th inst.
SHANGHAI, KOBE & YOKOHAMA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	To-morrow, P.M.
SHANGHAI, YOKOHAMA & KOBE	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SHANGHAI	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
SHANGHAI, MOI, KOBE & YOKOHAMA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 19th inst., at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	Middle of August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	About 26th inst.
SHANGHAI, YOKOHAMA & KOBE	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 27th inst.
MOI & KOBE	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	About 28th inst.
SHANGHAI, MOI, KOBE & YOKOHAMA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	Quick despatch.
ANPING VIA SWATOW, AMOY & TAKAO	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 18th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	To-morrow, at 2 P.M.
HOHOW & HAIPHONG	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
MANILA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MANILA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 21st inst., at 4 P.M.
MANILA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
MANILA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
KUDAT & SANDAKAN	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	Beginning of September.
SINGAPORE, CALCUTTA & COLOMBO	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 22nd inst.
SINGAPORE, PENANG & CALCUTTA	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	Quick despatch.
THILATAP	YUNNAN	Frash. str.	—	P. Nalin	NIPPON YUSEN KAISHA	Quick despatch.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS Across the Pacific to the "EMPEROR LINE" Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS (Subject to Alteration).	TELE. LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	SATURDAY, 5th Sept.	26th Sept.
"LENNOX"	3,700	FRIDAY, 11th Sept.	10th Oct.
"EMPEROR OF CHINA"	6,000	SATURDAY, 26th Sept.	17th Oct.
"MONTEAGLE"	6,163	SATURDAY, 3rd Oct.	27th Oct.
"EMPEROR OF INDIA"	6,000	SATURDAY, 17th Oct.	7th Nov.
"EMPEROR OF JAPAN"	6,000	SATURDAY, 7th Nov.	28th Nov.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 * S.S. "MONTEAGLE", "LENNOX" and "GLENFARG" at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C.P. NEW PATRIAL "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 Hongkong to London, via Class "A" via Canadian Atlantic Ports or New York 471.10
 Intermediate on Steamers " " 240. " " 242.
 and 1st Class Railways.

First Class rate to London includes cost of meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 P.B.S. "A" ONLY "A" 11, carries intermediate Passengers only at intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Trade Agent for China, Corner Pedder Street and Praya, opposite Black Pier.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STRAITS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ REGENT LUTPODD"	Wedday, 26th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND MANILA	"CAPT. H. MALCROW"	26th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA"	Thursday, 10th Sept., at 5 P.M.
KUDAT & SANDAKAN	"BOLENE"	Beginning of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.
 Hongkong, 15th August, 1908.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA VIA MOI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	Cowley	On 19th August.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 1st August, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

Fortnightly service to and from Europe via Suez Canal.

Fortnightly service to and from Japan via Shanghai.

FOR	STEAMERS	TO SAIL
YOKOHAMA, SHANGHAI, KOBE & YOKOHAMA	"YUNNAN"	17th August, 4 P.M.
MARSEILLES VIA PORTS	"ARMAND BRUC"	On 18th Aug. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 31st Aug. P.M.
MARSEILLES VIA PORTS	"YARE"	On 1st Sept.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT, Queen's Building.

Hongkong, 11th August, 1908.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE, calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on THURSDAY, 20th August, at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.

This steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th July, 1908. 1138

DAMPFSCHEIFFERREDERI "UNION" ACTING-GESELLSCHAFT.

FOR BOSTON AND NEW YORK (With Liberty to Call at the Malabar Channel.)

THE Steamship

"ALBENGA."

Captain Lorenzen, will be despatched for the above Port on the 20th August.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 4th August, 1908. 1114

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."

Captain B. W. H. Snow, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay &c. on SATURDAY, the 22nd August at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "Macedonia", 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Caldonia," due in London on the 4th October, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to T. J. ABBOTT, Acting Superintendent.

Hongkong, 11th August, 1908. 1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the BRITISH, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.

THE Company's Steamship

"SILEZIA."

Capt. Radonich, will be despatched as above on or about SATURDAY, the 22nd August, P.M.

This steamer has special accommodation for passengers, electric light and

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, MALTA and YOKOHAMA	Capt. H. A. Peters	On 20th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS DELTA	Capt. B. W. H. Snow	Noon, 22nd Aug.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO Port SAID and MARSEILLES	Capt. D. C. Gregor, R.N.R.	About 28th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NORE and YOKOHAMA	Capt. G. Phillips	About 28th Aug.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 15th August, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"SINGAPORE"	On 18th Aug., 10 A.M.
MANILA	"TAMING"	On 18th Aug., 4 P.M.
SHANGHAI	"SHANSHI"	On 18th Aug., 4 P.M.
TIENSIN	"KUEICHOW"	On 23rd Aug., 4 P.M.
MANILA, ZANBOANGA, THURSDAY ISLAND, COPTOWN, CAIRNS, TOWNSVILLE, BEISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 2nd Sept., 4 P.M.

MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 15th August, 1908.BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"WINGSANG"	Saturday, 15th Aug., Noon.
SHANGHAI via SWATOW	"YATSHING"	Monday, 17th Aug., Noon.
SETHAL YOKOHAMA, Kobe & Moji	"FOOKSANG"	Tuesday, 18th Aug., Noon.
SHANGHAI	"KWONGSANG"	Wednesday, 19th Aug., Noon.
TIENSIN via SWATOW	"CHIPSING"	Thursday, 20th Aug., Noon.
WEIHAIWEI & CHEFOO	"YUENSANG"	Friday, 21st Aug., 4 P.M.
MANILA	"KUMSANG"	Saturday, 22nd Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Friday, 28th Aug., 4 P.M.

RETURN TOUS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to—
HONGKONG, 14th August, 1908.JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRASILIA... 12th August	FOR HAVRE, DUNKIRK & HAMBURG: S.S. DUBLIN... 23rd Aug.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILEZIA... 10th September	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. SLAVONIA... 11th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA... 16th September	FOR DUNKIRK, ANTWERP & HAMBURG: S.S. SPEZIA... About Mid. of Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SUEVIA... 25th September	FOR HAVRE & HAMBURG: S.S. AMBA... 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGBAMBIA... 10th October	FOR HAVRE & HAMBURG: S.S. BRASILIA... 4th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BELGEVIA... 17th October	FOR HAVRE & HAMBURG: S.S. SILEZIA... 18th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
AMOI & TAKAO	"BUJUN MARU"	WEDNESDAY, 19th Aug.
SHANGHAI via SWATOW, AMOI & FOOCHOW	Capt. M. Nemoto	Ang. at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to

These steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Untravelling Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 15th August, 1908.

T. ARIMA, Manager.

EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN & ST. PETERSBURG	"SOPERNIK"	On 17th August.
SINGAPORE, CALCUTTA & COLOMBO	"ARCONIA"	On 25th August.
SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	End of Aug.
VLADIVOSTOK	"LITUANIA"	End of August.
MARSEILLES	"HAYRE"	Middle of Sept.
COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to

MELOHRS & CO.,
AGENTS.

Hongkong, 15th August, 1908.

HONGKONG-NEW YORK
AND BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS
AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAMAYO" ... On 19th September, 1908.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 15th August, 1908.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light, Perfect
Cuisine, SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 22nd Aug., Noon.
RUBY	2540	R. W. Almond	Manila	On 29th Aug., Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th August, 1908.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL-ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Okinawa, (Peking Tientsin), Kobe, Yokohama, GENOA to HONGKONG in 30 DAYS.
NAPLES to HONGKONG in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland.

Passengers to Overland and Europe via Vancouver

YOKOHAMA to VANCOUVER—13 DAYS

YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

OUESSENT	27th Aug.	CEYLAN	26th Nov.
AMIRAL OBY	12th Oct.	CORSE	11th Jan. 09

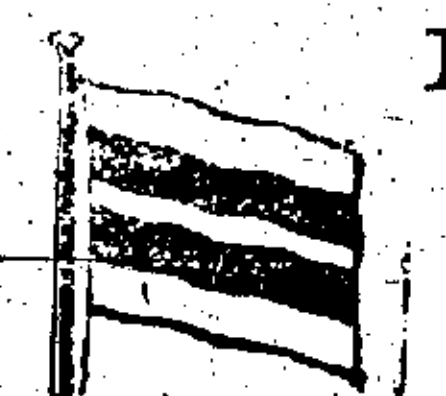
New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, Acting Agent,
FRENCH MAIL OFFICE.

Hongkong, 10th August, 1908.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAWACHI MARU, Tons 6101 Capt. H. Petersen	WEDNESDAY, 19th Aug., at Daylight.
YOKOHAMA, B.C., and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	SANUKI MARU, Tons 6112 Capt. S. J. G. Parson	WEDNESDAY, 2nd Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU, Tons 6144 Capt. M. Yagi	TUESDAY, 18th Aug., at 4 P.M.
KOBE and YOKOHAMA	IYO MARU, Tons 6320 Capt. S. Ishikawa	TUESDAY, 1st Sept., at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO	YAWATA MARU, Tons 3817 Capt. K. Homma	FRIDAY, 4th Sept., at Noon.
MOJI and KOBE	NIKKO MARU, Tons 5559 Capt. T. Harrison	FRIDAY, 2nd Oct., at Noon.
NAGASAKI, KOBE, and YOKOHAMA	INABA MARU, Tons 5189 Capt. W. H. B. Budge	FRIDAY, 21st Aug., at Noon.
	KAGESHIMA MARU, Tons 4637 Capt. T. Aikawa	SATURDAY, 22nd Aug., at Noon.
	KAKESAKI MARU, Tons 4793 Capt. A. Mochi	THURSDAY, 27th Aug., at Noon.
	NIKKO MARU, Tons 5559 Capt. T. Harrison	WEDNESDAY, 2nd Sept., at Noon.

* Omitting Shanghai.

* Fitted with Marconi's System of Wireless Telegraphy.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 15th August, 1908.

T. KUSUMOTO,
MANAGER.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TJIMATJAP	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIKINI	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 17th August, 1908.

Telephone No. 875.

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THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VERTS ROAD

HONGKONG.

Japan Office:—

14, WATER STREET,

YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.	FROM	EXPECTED ON OR ABOUT
AKI MARU, Japanese str., 3,995, M. Yagi, 9th Aug.	Seattle and Shanghai	6th Aug.
General—Nippon Yusen Kaisha.		
AMARA, British str., 1,526, Matlock, 19th July	Hongkong	15th July
Matheson & Co.		
AMBIA, German str., 3,351, Deinat, 14th Aug.	Hamburg	27th June, and Singapore 8th Aug.
General—Hamburg-Amerika Linie.		
APHRODITE, British str., 2,325, J. H. Smith, 31st July	Marseilles	21st July
Coal—Doddwell & Co.		
BARRA, British str., 2,404, Whyte, 24th July	New York 7th May, and Durban 28th June, Case Oil—Standard Oil Co.	
CHITANA, British str., 2,319, A. J. Duff, 5th Aug.	Callao	24th June
General—China Navigation Co.		
CHOWTAI, German str., 1,015, W. Mollenmann, 8th August	Bangkok	31st July, Rice—Melchers & Co.
CORFELT, British str., 4,897, John Wiseman, 25th May	Moji	20th May, Coal—Mitsui Bussan Kaisha.
CYCLOPS, British str., 5,747, H. C. Harris, 14th August	Kobe	9th August, General—Butterfield & Swire.
DERWENT, British str., 1,642, J. Jenkins, 9th Aug.	Saigon	5th Aug., Rice and General—Chinese.
ROOCHOW, British str., 1,227, F. French, 11th August	Shanghai	8th August, General—Swire.
FOOKSANG, British str., 1,937, G. A. Mitchell, 14th August	Calcutta and Singapore	7th Aug., General—Jardine, Matheson & Co.
General—Jardine, Matheson & Co.		
FRITHJOF, Norwegian str., 891, O. Andersen, 8th August	Saigon	4th Aug., Rice—Aagaard, Thoresen & Co.
HAICHING, British str., 1,216, W. C. Passmore, 13th Aug.	Poochow	Aug. 9th, Amoy 10th, Swatow 11th, General—Douglas, Lapraik & Co.
HAIBERG, Norwegian str., 1,065, G. Solberg, 2nd August	Saigon	28th July, General—Aagaard, Thoresen & Co.
INVERAN, British str., 2,853, Marshall, 30th July	New Castle	11th July, Coal—Arnhold, Karberg & Co.
KATHARINE PARK, British str., 3,075, W. H. Copp, 8th July	Callao via Yokohama and Kobe	12th May, General—Toyo Kisen Kaisha.
KIANGPING, Chinese str., 1,222, H. Uddin, 31st July	Wuhu and Chinkiang	23rd July, Rice—Chinese.
LAISANG, British str., 2,224, E. J. Tadd, 20th July	Calcutta	5th, and Singapore 15th, General—Jardine, Matheson & Co.
MANDAL, Norwegian str., 1,193, Gabrielsen, 31st July	Borneo	25th July, Coal—Wollen & Co.
MATHILDA, German str., 1,846, Dübber, 12th August	Moji	7th August, Coal—Jensen & Co.
METZ, Dutch str., 1,918, M. Griesche, 13th August	Singapore	6th August, Sugar—Chinese.
NEBITE, Dutch str., 1,433, Westers, 25th July	Port Bukom	July 21st, and Saigon 24th, Kerosine Oil—Asiatic Petroleum Co.
PALMA, British str., 4,913, G. W. Cockman, R.N.R., 12th August	London and Singapore	7th Aug., General—P. & O. S. N. Co.
PETCHABURI, German str., 2,190, G. Wolff, 10th August	Bangkok	Aug. 2nd, and Swatow 5th, Rice, Meal and Wood—Butterfield & Swire.
PHRANANG, German str., 1,021, Fr. v. Mangelsdorff, 11th August	Bangkok	4th August, Rice, Meal and Salt—Butterfield & Swire.
PROTEUS, Norwegian str., 1,024, C. Möller, 3rd Aug.	Saigon	29th July, Rice—Aagaard, Thoresen & Co.
SEKTA, German str., 1,642, Deiler, 12th August	Wakamatsu	5th August, Coal—Siemens & Co.
SHAKSI, British str., 1,661, F. Boyd, 13th Aug.	Shanghai	9th August, General—Butterfield & Swire.
SHANTUNG, German str., 1,000, C. Goswisch, 10th August	Bangkok	31st July, Rice and Meal—Norddeutscher Lloyd.
SIAM, British str., 992, R. Bions, 11th August	From Singapore, Kerosine Oil—Geo. MoBain & Co.	
SIAM, Austrian str., 3,246, Zigga, 8th August	Moji	2nd August, Coal—Doddwell & Co.
SIMONANG, Dutch str., 1,200, H. Vos, 14th August	Batavia	8th August, Sugar—Chinese.

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

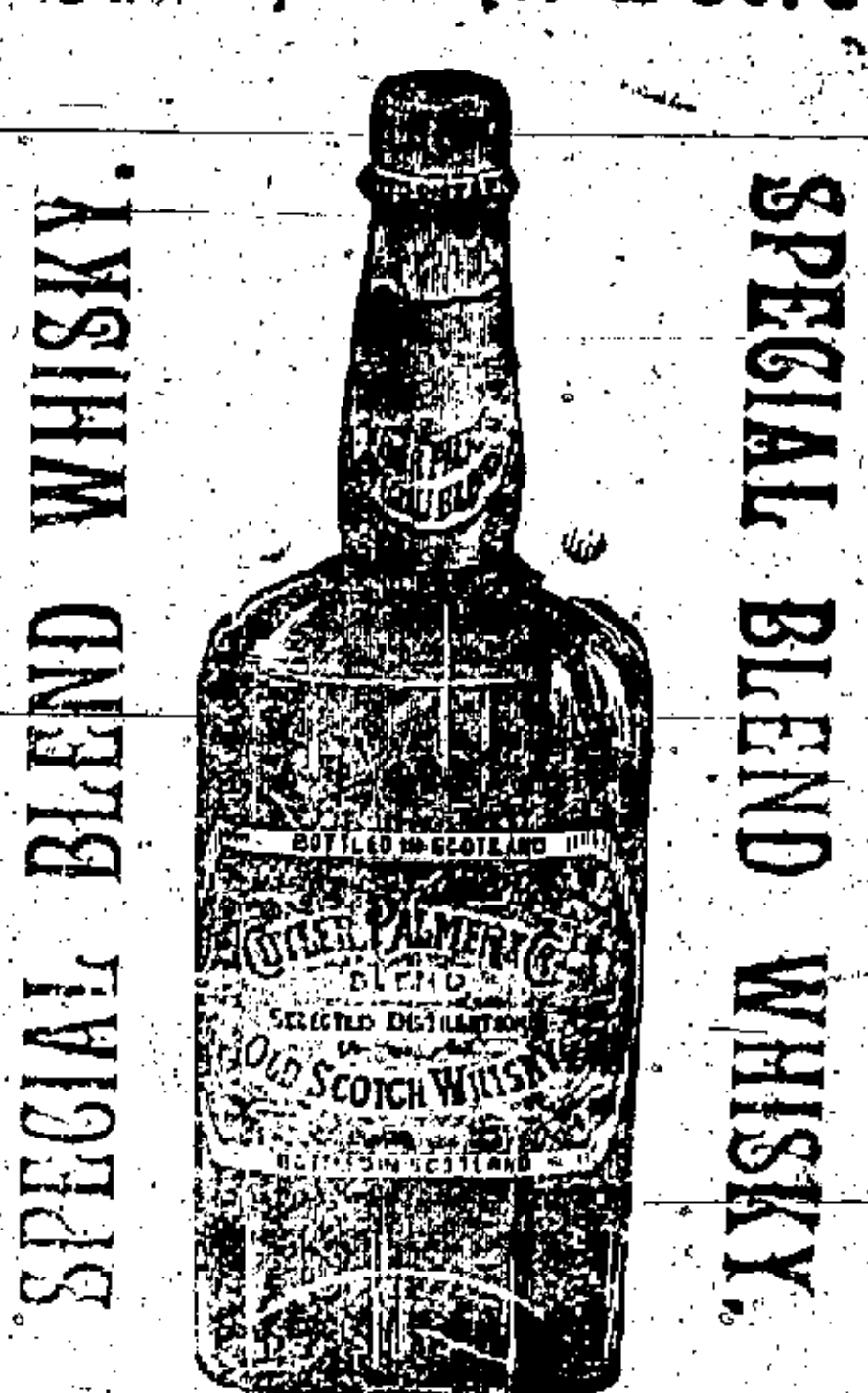
For Freight and further particulars, apply to

DODWELL & CO., LIMITED

General Agents for China and Japan

Hongkong, 4th August, 1898.

Cutler, Palmer & Co.'s

SHIPPERS
Cutler, Palmer & Co., London,
AGENTS
SIEMSEN & CO.,
HONGKONGON SALE.
A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONGFOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mails to the Free Coinage of
Silver

FROM 1893 TO 1905

ALSO

RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.

PRICE, 21 CASH

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EXTRA COPIES of Daily Press are on
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KOWLOON BOK STALL, Ferry Wharf

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loon Store, No. 1, Elgin Road.

Messrs. LUNG CHONG, Elgin Road.

Mr. & Mrs. YAN, Hongkong Ferry Wharf Stall

Hongkong, 27th July, 1908.

POST OFFICE NOTICE

The *Swatow*, with the French mail of the 17th July, left Saigon on Friday, the 14th inst., at 5 a.m., and may be expected here to-day, at daylight. This packet brings replies to letters despatched from Hongkong on the 18th June.

The *Mulla*, with the English mail of the 24th July, left Singapore on Friday, the 14th inst., at 4.30 p.m., and may be expected here on or about Wednesday, the 19th inst., at noon. This packet brings replies to letters despatched from Hongkong on the 23rd June, and the parcel mails closed in London for despatch by the all sea route on the 15th July, and for despatch by land on the 22nd July.

FROM	DATE
Swatow and Shanghai	Monday, 17th, 11.00 A.M.
Shanghai, Kobe and Yokohama	Monday, 17th, 1.15 P.M.
Shanghai, Kobe and Yokohama	Monday, 17th, 4.00 P.M.
Hankow and Haiphong	Tuesday, 18th, 9.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMODA, YOKOHAMA, HONOLULU and SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Shanghai, Yokohama, Kobe and Moji

Shanghai, Cherbon, Samarang, Soerabaya and Makassar

EUROPE, &c., India via Taitouin

(Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Swatow, Amoy and Foochow

Swatow, Amoy, Penang and Colombo

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COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

August 15th.

ON LONDON—
Telegraphic Transfer 1.94
Bank Bills, at 60 days sight 1.94
Bank Bills, at 4 months sight 1.94
Credits, at 4 months sight 1.94
Documentary Bills, at 4 months sight 1.94

ON NEW YORK—
Bank Bills, on demand 43
Credits, at 60 days sight 44
Telegraphic Transfer 1.94
Bank, on demand 1.94

ON CALCUTTA—
Telegraphic Transfer 1.94
Bank, on demand 1.94

ON SHANGHAI—
Bank, at sight 74
Private, 30 days sight 75
ON YOKOHAMA—On demand 82
ON MANILA—On demand 87
ON SINGAPORE—On demand 76
ON HATTAI—On demand 106
ON SAIGON—On demand 91 p.m.
ON HONGKONG—On demand 91 p.m.
ON HONGKONG—Bank's Buying Rate \$11.10
GOLD LAMP, 100 fine, per oz. \$68.90
BAR SILVER, per oz. 23.1

ON BOMBAY—
Telegraphic Transfer 1.94
Bank, on demand 1.94

ON CALCUTTA—
Telegraphic Transfer 1.94
Bank, on demand 1.94

ON SHANGHAI—
Bank, at sight 74
Private, 30 days sight 75
ON YOKOHAMA—On demand 82
ON MANILA—On demand 87
ON SINGAPORE—On demand 76
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Private, 30 days sight 75
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JOINT STOCK SHARES.

Hongkong, August 15th.

COMPANY PAID UP QUOTATIONS.

Alhambra \$200
Banks \$125
Hongkong & Shanghai \$125
National B. of China \$125
Bell's Asbestos E.A. \$125
China-Borneo Co. \$125
China Light & P. Co. \$125
China Provident \$125
Cotton Mills \$125
Ewo \$125
Hongkong \$125
International \$125
Laou Kung Mow \$125
Soyaboo \$125

Dairy Farm \$125
Docks and Wharves \$125
H. & K. Ward & G. \$125
H. & W. Dock \$125
Mr. Arney Dock \$125
Shanghai Dock \$125
Shai & H. Wharf \$125
Fenwick & Co. Geo. \$125
Green Island Cement \$125
Hongkong & C. Geo. \$125
Hongkong Electric \$125
Hongkong Hotel Co. \$125
Hongkong Ice Co. \$125
H.K. Cold Storage Co. \$125
Hongkong Rope Co. \$125

Insurance \$125
China Fire \$125
China Traders \$125
Hongkong Fire \$125
North China \$125
Union \$125
Yangtze \$125
Land and Building \$125
Hongkong Land \$125
Hampden's Estate \$125
Kowloon Land & B. \$125
Shanghai Land \$125
West Point Building \$125

Peak Tramways \$125
Phillipine Co. \$125
Refineries \$125
China Sugar \$125
Luzon Sugar \$125
Steamship Companies \$125
China and Manila \$125
Douglas Steamship \$125
H. Canton & M. \$125
Indo-China S.N. Co. \$125

Shell Transport Co. \$125
Star Ferry \$125
Do, New \$125
South China M. Post \$125
Steam Laundry Co. \$125
Stores & Dispensaries \$125
Campbell & Co. Wm. \$125
Powell & Co. Wm. \$125
Watson & Co. A.S. \$125
Weismann, Ltd. \$125

United Asbestos \$125
Do, Founders \$125
Union Waterbury Co. \$125

VERNON & SMYTH.

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HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Albion, despatch-boat, 700 tons, 10 guns, 1800 h.p.
Astron, 2nd class cruiser, 4380 tons, 10 guns, 7000 h.p., Capt. F. E. C. Ryan
Comdr. Hon. R. O. D. Bridgeman, Hongkong

Bedford, British cruiser, Capt. E. E. Erskine
B.N. Weihaiwei
Brilliant, gunboat, 710 tons, 900 h.p., Lieut-Comdr. R. O. D. Bridgeman, Hongkong

Britannia, gunboat, 710 tons, 900 h.p., Lieut-Comdr. R. O. D. Bridgeman, Hongkong
Calcutta, British sloop, 1070 tons, Comdr. B. L. Majendie, on route Hongkong
Chio, British sloop, 1070 tons, Comdr. C. D. S. Kaikes, on route Hongkong

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 7700 h.p., Lieut-Comdr. G. Gresson, Weihaiwei
Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Shanghai

Handy, torpedo-boat destroyer, 285 tons, 6 guns, 4000 h.p., Lieut-Comdr. W. H. Darwall, Weihaiwei
Hart, torpedo-boat destroyer, 285 tons, 6 guns, 4000 h.p., Lieut-Comdr. G. C. Dickens, Weihaiwei

Janus, torpedo-boat destroyer, 285 tons, 6 guns, 3900 h.p., Lt-Comdr. C. A. Freeman, Weihaiwei
Kent, armed, 9900 tons, 11 guns, 32000 h.p., Capt. G. C. A. Macdonald, Weihaiwei

King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir R. H. D. R. Lambton, Commander in Chief, 14100 tons, Capt. L. Clifton-Baker, Weihaiwei
Klondike, river gunboat, 618 tons, Lieut-Comdr. Sidney H. Tennyson, Yangtze

Maclure, surveying ship, 1800 tons, 4 guns, 1400 h.p., Comdr. P. H. Walker, Jassouin
Monmouth, cruiser, 9800 tons, Capt. G. W. Smith, Weihaiwei

Monmouth, river gunboat, 180 tons, 2 guns, Lieut-Comdr. C. C. Walcott, West River
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut-Comdr. R. S. Roy, R.N., Yangtze

Octar, torpedo-boat destroyer, 385 tons, 6 guns, 6800 h.p., Paid off
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. J. White, Hongkong

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. H. R. Tiskell, Hongkong
Sloop, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. Alan Dixon, Yangtze

Tamar, refueling ship, 4600 tons, 6 guns, Rear Admiral Stokes, Hongkong
Teal, river gunboat, 180 tons, 2 guns, Lieut-Comdr. H. R. Godfrey, Yangtze

Thistle, gunboat, 110 tons, 900 h.p., Lieut-Comdr. H. T. Atlay, Hongkong
Ying, torpedo-boat destroyer, 385 tons, 6 guns, 6800 h.p., Lieut-Comdr. Stevenson, Weihaiwei

Waterwitch, surveying ship, 620 tons, 4501 h.p., Lieut-Comdr. H. P. Douglas, Port Swetnam
Whiting, torpedo-boat destroyer, 380 tons, 5 guns, 5900 h.p., Lieut-Comdr. J. Kiddle, Hongkong

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut-Comdr. John R. Knox, Yangtze
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. H. R. V. Cottrell, Dornier, Yangtze

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. G. R. Livingstone, Yangtze

MEN-OF-WAR ON THE CHINA AND JAPAN STATION

AUSTRIAN
Kaiser Franz Josef I. Austrian cruiser, 4303 tons, 12 guns, 10000 h.p., Wilhelm Posner, Northern Waters

FRENCH
Achéron, armoured gunboat, 1330 tons, 1700 h.p., Lieut. Bertrand, Saigon
Alger, 2nd class cruiser, 4300 tons, 22 guns, 5100 h.p., Commander Roarier, Saigon

Alouette, gunboat, 506 tons, 7 guns, 400 h.p., Commander Babin, Saigon
Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard, Hongkong

Balonnelle, gunboat, 170 tons, Reserve, Saigon
Boulanger, gunboat, 140 tons, Reserve, Saigon
Brix, armoured cruiser, 4300 tons, 16 guns, 8300 h.p., Capt. Rochas, Hongkong

Cimetière, gunboat, 140 tons, Reserve, Saigon
Comète, gunboat, 500 tons, 6 guns, 500 h.p., Capt. L. Gervais, Saigon
Coronade, gunboat, 184 tons, Reserve, Saigon

Didot, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linars, Shanghai
D'Entrecasteaux, 1st class armoured cruiser, 8200 tons, 20 guns, 13500 h.p., Captain Thibault, Shanghai

Estoc, gunboat, 141 tons, Reserve, Haiphong
Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combat, Saigon
Fronde, destroyer, 300 tons, 7 guns, 5300 h.p., Major. H. Delme

Henri Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong
Jacquin, gunboat, 200 tons, Reserve, Haiphong
Lion, gunboat, 500 tons, Reserve, Saigon

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Mazze, Saigon
Manche, surveying ship, 1325 tons, 10 guns, 900 h.p., Commander Ragot de la Touche, Saigon
Monsieur, destroyer, 300 tons, 7 guns, 6300 h.p., Commander de la Roche Kerandreaux, Saigon

Olry, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maindreville, Upper Yangtze
Pelito, river gunboat, 180 tons, 4 guns, 280 h.p., Lieut. Pasch, Tongku
Perle, sub-marine, 70 tons, 60 h.p., Lieut. Morier, Saigon

Pistole, destroyer, 300 tons, 7 guns, 7000 h.p., Commander Mortenol, Hongkong
Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon
Redoutable, battleship, (reserve), 9330 tons, 27 guns, 6200 h.p., Capt. Drouot, Saigon

Styx, armoured gunboat, 1800 tons, 8 guns, 1600 h.p., Lieut. Seriot, Saigon
Tahiti, steam-launch, Upper Yangtze
Talon, destroyer, 280 tons, 6 guns, 6500 h.p., In Reserve, Saigon

Vauban, torpedo-depot, Commander Mortenol, Saint-Jacques
Vigilante, river gunboat, 130 tons, 6 guns, 7 h.p., Lieut. Dumoulin, Sikiang
Vigilante, river gunboat, 130 tons, 6 guns, 7 h.p., Lieut. Dumoulin, Sikiang

Arcon, cruiser, 2719 tons, Captain von Hippo
Furia, armoured, 2700 tons, 24 guns, 3600 h.p., Komte-Admiral Cooper, Shanghai
Illis, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Lams

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Captain Graf von Padowsky-Wehner